Economic Regulation Authority

WESTERN AUSTRALIA

Summary

Public Transport Authority General Network Information and Key Performance Indicators for 2004-05

January 2006

A full copy of this document is available from the Economic Regulation Authority website at www.era.wa.gov.au.

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CONTENTS

List of Tables

List of Figures

1 General Information

Table 1 Track Kilometres, Maximum Axle Load, Maximum Speed Maximum and Train Length for the Entire PTA Network as at June 2005

Specification	
Length of track	112 km
Maximum axle load and maximum speed	19 tonne, 110km/hr
Maximum train length	Indian Pacific, 616m

Table 2 Passenger Boardings and Train Kilometres from 1 July 2004 to 30 June 2005 on a quarterly basis

	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Number of passengers	8,212,079	8,995,644	8,202,048	8,491,167	33,900,938
Train kilometres	1,775,758	1,923,276	1,866,043	1,950,533	7,515,610

Figure 1 Passenger Boardings (1 July 2004 to 30 June 2005)

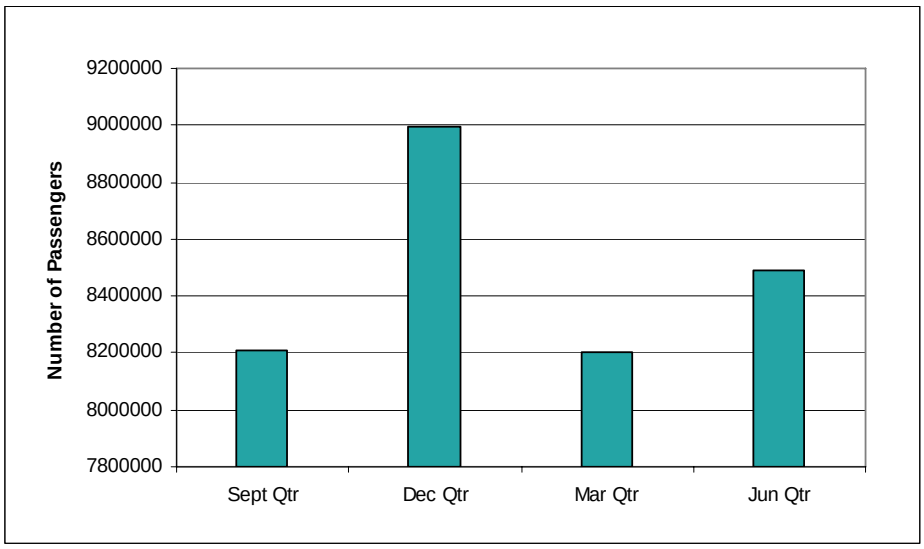
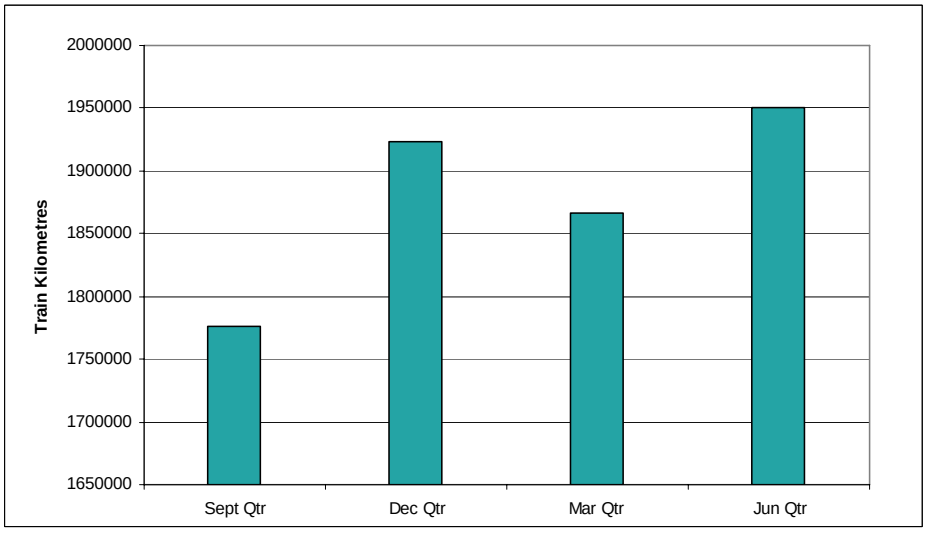


Figure 2 Train Kilometres (1 July 2004 to 30 June 2005)



2 Negotiation Framework

Table 3 Information on Access Negotiations from 1 July 2004 to 30 June 2005

Negotiation Activity	
Average negotiation period to conclude access agreements from the date the proponent gives notice under Section 19(3)(b) of the Railways (Access) Code	N/A
Number of negotiation commenced within the year inside the Regime	Nil
Number of negotiations completed resulting in an agreement being signed inside the Regime	Nil

3 Segregation Arrangements

Table 4 Information on Breaches of Segregation Arrangements from 1 July 2004 to 30 June 2005

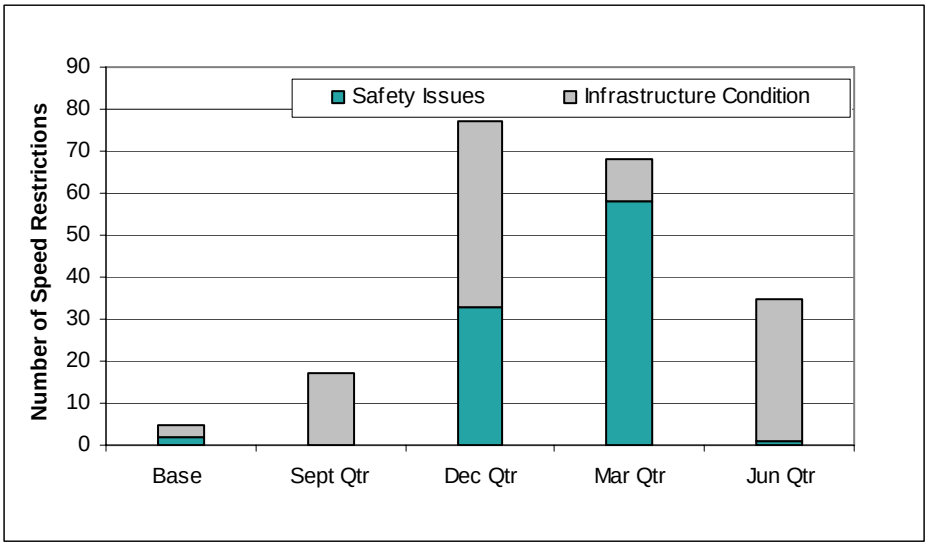
Segregation Arrangements Breaches	
Number of breaches of segregation arrangements substantiated by the ERA, remedial action taken, and consequences of breach	Nil
Number of complaints of alleged breaches that are being assessed by the ERA	Nil
Number of complaints of alleged breaches that have been assessed and were not substantiated by the ERA	Nil

4 Track Quality

Table 5 Temporary Speed Restrictions by Factors from 1 July 2004 to 30 June 2005 on a quarterly basis

Factors	Base	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Infrastructure Condition	3	17	44	10	34
Safety issues	2	0	33	58	1
Total	5	17	77	68	35

Figure 3 Comparison of Base and Actual Periods for Temporary Speed Restrictions by Factors (1 July 2004 to 30 June 2005)



Note:

1) Base period is set on the 30 June 2003 and actual period is set on the last day of each quarter.

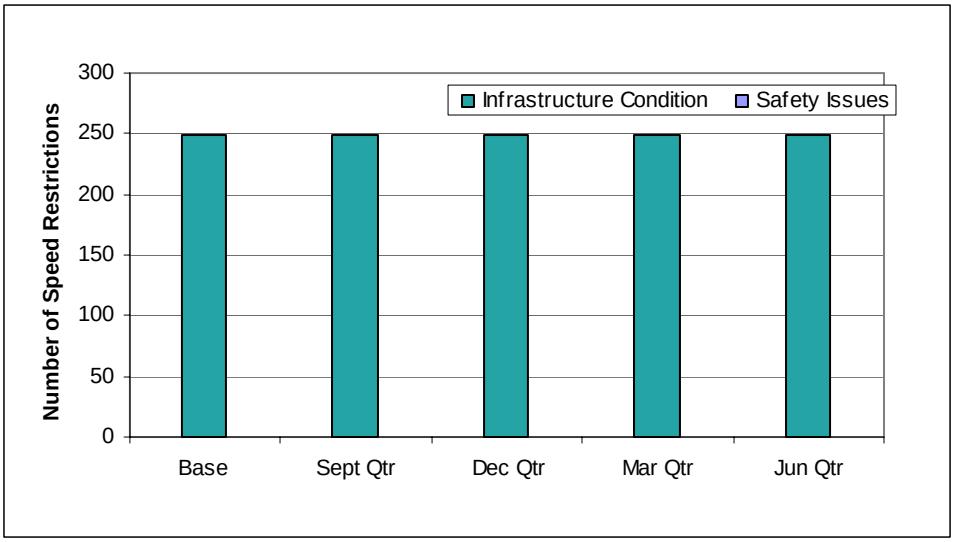
2) Infrastructure condition - track and civil infrastructure which has been assessed at the time to be outside the intended standards compatible with the prescribed operating parameters.

3) Safety Issues - where speed has to be reduced to meet sight visibility guidelines for level crossings and signals.

Table 6 Permanent Speed Restrictions by Factors from 1 July 2004 to 30 June 2005 on a quarterly basis

Factors	Base	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Infrastructure condition	249	249	249	249	249
Safety issues	0	0	0	0	0
Total	**249**	**249**	**249**	**249**	**249**

Figure 4 Comparison of Base and Actual Periods Permanent Speed Restrictions by Factors (1 July 2004 to 30 June 2005)



Note:

1) Base period is set on the 30 June 2003 and actual period is set on the last day of each quarter.

2) Infrastructure condition - track and civil infrastructure which has been assessed at the time to be outside the intended standards compatible with the prescribed operating parameters.

3) Safety Issues - where speed has to be reduced to meet sight visibility guidelines for level crossings and signals.

Table 7 Network Unavailability due to Railway Owner's Control by Reasons from 1 July 2004 to 30 June 2005 on a quarterly basis

Reasons	Sept Qtr	Dec Qtr	Mar Qtr	June Qtr	Total
Construction					
Number of Incidents	1	17	37	29	84
Planned hours	36	279	976	252	1543
Actual hours	35	279	652	219	1185
Average shutdown hours	35	16.4	17.6	7.6	14.1
Maintenance					
Number of Incidents			101	212	313
Planned hours			1023	2006	3029
Actual hours			551	923	1474
Average shutdown hours			5.5	4.4	4.7

Note:

1) Periods on the Master Control Diagram where track will not be available to train services or alternative paths cannot be negotiated, where the Master Control Diagram indicates it should be available and that the cause of the unavailability is due to a factor under the railway owner's control.

2) Master Control Diagram is a diagrammatic or electronic record covering specific parts of the Network which shows different types of train paths (eg, Scheduled Train Paths, Flexible Train Paths, Conditional Train Paths and Reserved Train Paths).

Figure 5 Comparison of Actual and Planned Shutdown Periods due to Factors under Railway Owner's Control

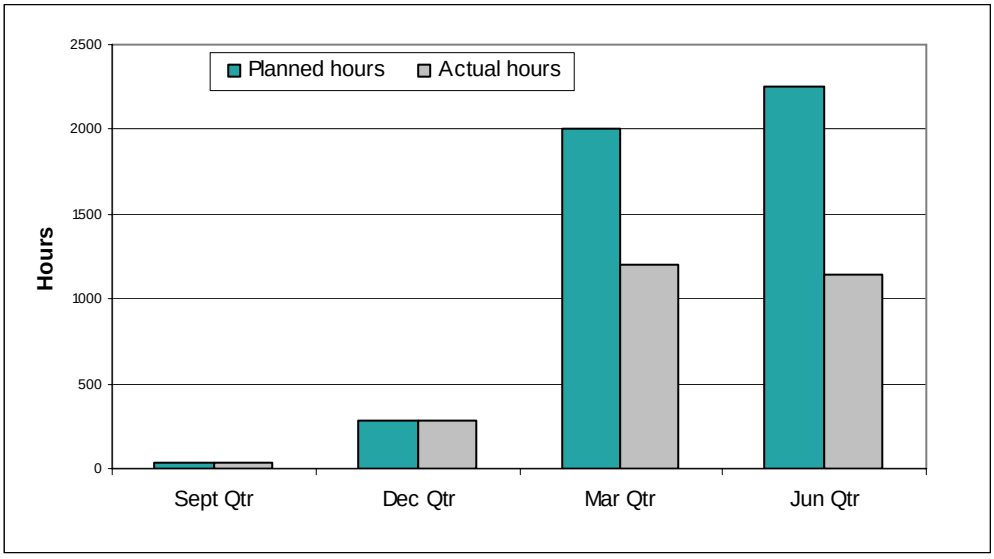
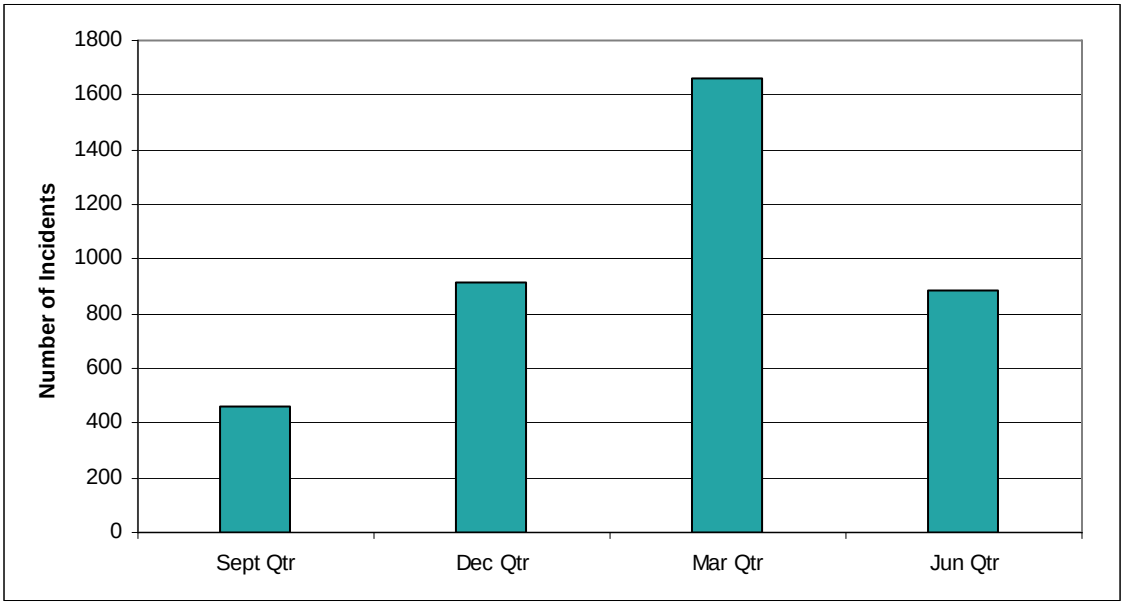


Table 8 Train Services Scheduled in the Master Control Diagram Cancelled from 1 July 2004 to 30 June 2005 on a quarterly basis

Train Cancellations	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Number of incidents	458	916	1,664	885	3,923
Percentage of train services cancelled out of total services (%)	0.76	1.5	2.77	1.5	6.53

Figure 6 Number of Train Services Cancelled



5 Overpayment Rules

Table 9 Information on Ceiling Breaches and Overpayment Requirements from 1 July 2004 to 30 June 2005

Ceiling Breaches	
List of route sections that breached the ceiling	N/A
Statement of the balance on the Overpayment account	N/A

6 Train Path Policies

Table 10 Information on Breaches of Train Path Policies from 1 July 2004 to 30 June 2005

Train Path Policy Breaches	
Number of breaches that were substantiated by the ERA or through a dispute resolution process	Nil
Number of complaints of alleged breaches that are being assessed by the ERA or through a dispute resolution process	Nil
Number of complaints of alleged breaches that had been assessed and were not substantiated by the ERA or through a dispute resolution process	Nil

7 Train Management Guidelines

Table 11 Information on Breaches of Train Management Guidelines from 1 July 2004 to 30 June 2005

Train Management Guidelines Breaches	
Number of breaches that were substantiated by the ERA or through a dispute resolution process	Nil
Number of complaints of alleged breaches that are being assessed by the ERA or through a dispute resolution process	Nil
Number of complaints of alleged breaches that had been assessed and were not substantiated by the ERA or through a dispute resolution process	Nil

8 Service Quality

Table 12 Delay as a Percentage of Total Transit Time by Causes from 1 July 2004 to 30 June 2005

Cause	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Delay attributable to below rail cause (%)	3.04	1.62	1.25	2.63
Delay attributable to above rail cause (%)	1.89	1.80	1.76	2.65
Delay not attributable to either below or above rail cause (%)	4.56	1.85	1.67	3.37

Figure 7 Delay as a Percentage of Total Transit Time due to Below Rail Cause

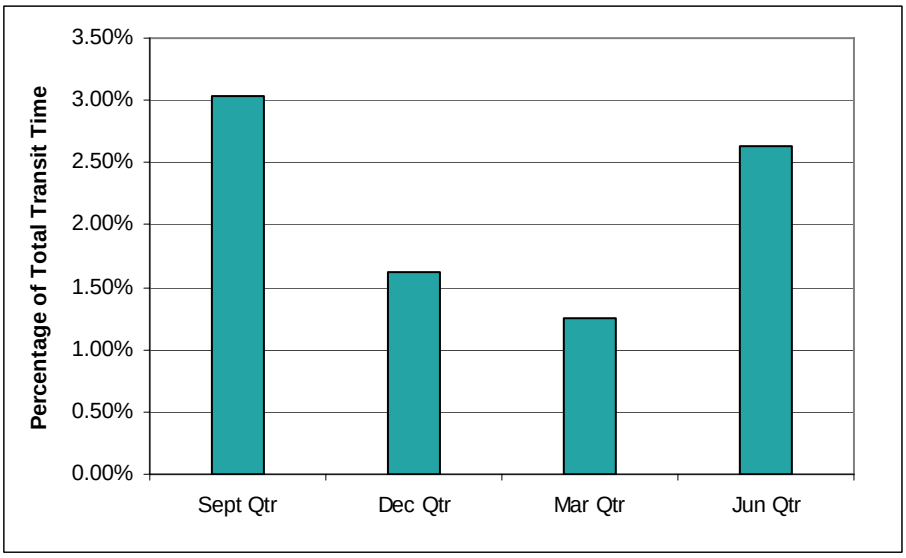
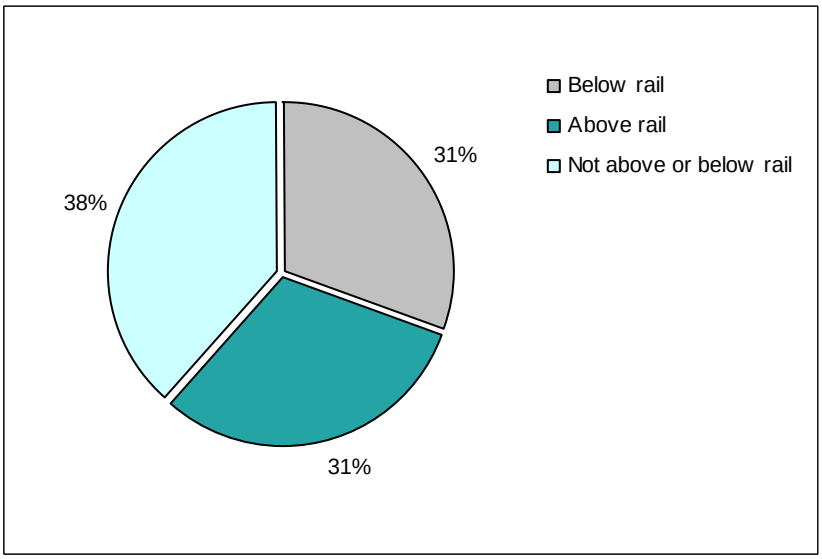


Figure 8 Delay as a Percentage of Total Transit Time by Causes

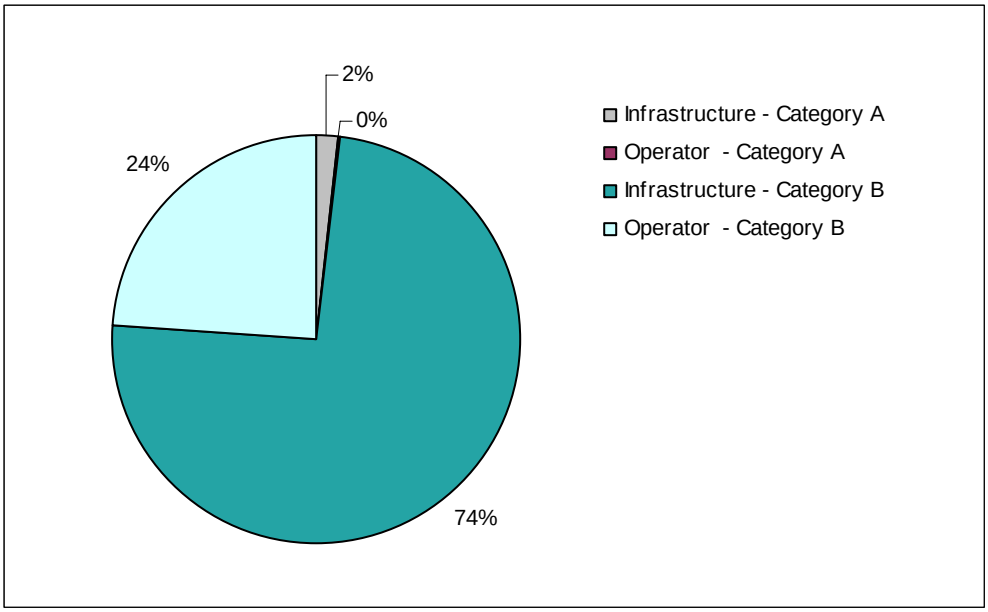


9 Other Indicators

Table 13 Number of Category A and B Incidents Reported from 1 July 2004 to 30 June 2005

Cause	Category A				
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Infrastructure	1	3	0	3	7
Operator	0	1	0	0	1
Total	**1**	**4**	**0**	**3**	**8**
Cause	**Category B**				
	Sept Qtr	**Dec Qtr**	**Mar Qtr**	**Jun Qtr**	**Total**
Infrastructure	18	23	106	156	303
Operator	14	18	23	43	98
Total	**32**	**41**	**129**	**199**	**401**

Figure 9 Category A and B Incidents by Causes



Note:

1) Category A incidents are incidents that require immediate notification to the Rail Safety Regulator. These involve death or serious injury to a person, derailment, collision fire or explosion. They have been classified into two different causes namely, Infrastructure and Operator.

2) Category B incidents are generally minor accidents or occurrences which constitute a breakdown in the normal safety defences but have the potential to cause a serious accident. Similarly, there are two types of Category B incidents.

Table 14 Information on Number of Determinations to Apply to PTA Undertaken by the ERA from 1 July 2004 to 30 June 2005

Determinations Undertaken by the ERA	
Number of opinions provided under section 21 of the Code on whether or not the price sought by the railway owner in negotiation for an access agreement meets the requirements of clause 13(a) of Schedule 4	Nil
Number of determinations by the ERA under clause 9 of Schedule 4	1
Number of determinations by the ERA under clause 10 of Schedule 4 as agreed with the Railway Owner	Nil
Number of determinations by the ERA under clause 12 of Schedule 4	Nil
Number of other determinations by the ERA • Over-payment Rules • Reporting of KPI's • WACC	 Nil 1 1